

MEJIA, JESSICA

Subject: FW: FY 2015-16 Budget

From: Cynthia McDonald

Sent: Monday, May 25, 2015 12:54 PM

To: HATCH, THOMAS; MUNOZ, ERNESTO; ARMSTRONG, GARY

Cc: GENIS, SANDRA; FOLEY, KATRINA; MENSINGER, STEPHEN; MONAHAN, GARY; RIGHEIMER, JIM

Subject: FY 2015-16 Budget

Gentlemen:

Mr. Hatch at last Thursday's meeting said that it was an informal meeting. I am concerned that the questions asked, and comments made, by the residents in attendance would not become a part of the public record. Therefore, please consider this a formal request that my comments become part of the record with respect to the proposed budget.

First, I truly appreciate all the hard work that staff did on the budget and making it understandable for the residents.

While reviewing the specific Capital Improvement Projects, when the references to the General Plan's goals, policies and objectives at the bottom are completed, I find it very beneficial. It would be good if more of those were provided. Also, the departmental goals and objectives, when stated, are helpful, but I would like to see a time line and matrix for achieving the goals that have an extended vision (beyond the current year). In addition, it would be useful to see if we are achieving cost savings by outsourcing staff services.

I note that we need goals and objectives for the City Attorney's office and the City Council. There may be obvious goals such as getting out of lawsuits and having fewer of them, but they need to be stated. Likewise with the City Council should provide a list of goals and priorities.

I realize that some of my comments pertain to policy, but since policy drives the budget, I feel that while we look over what was accomplished in the prior year and forecasting next year, it is a good time to examine policy. In this respect, I would like to see the budget contain a statement as to what the over all vision and plan is for the city. Having a plan is a very important part of creating and maintaining the economic health of the city. so what is the economic model that Costa Mesa is trying to gravitate towards? What is the plan for making certain we get a more solvent, stronger, healthier version of the city, so we can afford to do more and progress forward? I am looking for a balance of the needs to grow the city with

conservative fiscal policies – the spending versus revenues; replenishing the reserves, etc.

When I look at some the capital improvement projects, there are some that I have a “wait a second” reaction. How are the capital improvements aligning with the overall city planning? What plans are there of developing walkable neighborhoods that encourage small businesses and entrepreneurship? These type of neighborhoods provide tax base, wealth and value, and provide opportunities for businesses and families. What plans are there to make more capital improvements to the Westside? Since we have developers interested in projects in that area, can we show them the City is committed to upgrading that area? By upgrading the Westside, those neighborhoods would increase revenue, which could, at a later date, be used to benefit the richer, typical suburban neighborhoods, including Mesa Verde.

Is there a budget for upgrading transportation given the increase in density of housing? Are we looking at planning for new transportation-oriented bikeways, walking paths, tying into Santa Ana/Westminster light rail, having transportation centers near South Coast Plaza and downtown.

These are the questions and comments I had Thursday and you addressed some of the issues at that meeting. In addition I have a few comments on the proposed Capital Improvement Projects. The priority classification is interesting and I don't always agree.

1. W. 17th St Improvements – Class IV, but given the new housing and need for bikeability and walkability there (safety issue), should this be given higher priority?
2. Upgrading Newport Blvd between 19th & Bristol – why are we doing this now? The general plan update had a proposed overlay for the Eastside but is that considered a done deal? I don't think we should spend money on architect yet. What about bikeability/alternative transportation along there?
3. Bus bench replacement – this is a band-aid on a problem. You need to address homeless/transient issue. You can run it off the main streets into the alleys, but residents aren't going to tolerate that.
4. The bikeway/walking path part of the Arlington bioswale project on the Fairground side of the street should be moved to the other side of the street. The destinations for cyclists and riders are on that side and I'm afraid if it is on the other side we will see little use. Also, trucks and RVs entering and exiting the Fairground is a safety issue.

In addition, I don't understand the projections in the 7 year Capital Improvement Program. Why is the roof on the tennis center scheduled for \$45k worth of work 5

years from now when we are replacing the roof now? Also, I believe the Lloyds replaced the floor last year.

Once again, thanks for your hard work.

Cynthia McDonald

PUBLIC COMMENT

1

May 26, 2015

Fariba Fazeli, City Engineer
City of Costa Mesa
77 Fair Drive, Costa Mesa CA 92626

Re: Arlington Drive Bioswale and Dry Weather Diversion (Arlington Drive Bioswale)

I write to raise a serious issues regarding the proposed plan to build a bioswale and a multipurpose trail on the south side of Arlington Drive. Building the trail on this side of Arlington Drive, which is the side adjacent to the Orange County Fair and Events Center (OCFEC), creates a serious safety hazard, endangers potential users of such a trail, and increases the potential liability of both Costa Mesa and the OCFEC. Placement of the trail portion of this plan on the south side of Arlington Drive will, as documented below, moves foot and bicycle traffic to the unlit side of Arlington Drive, away from the schools and recreational amenities, which are the likely destinations of pedestrians and cyclists, and, as a result, lead to the unavoidable and sustained interaction between large commercial vehicular traffic entering the OCFEC, greater pedestrian and bicycle traffic crossing Arlington Drive and increased likelihood of serious accident, injury, or death to the adults and children using the trail. Placement of the trail portion of this project along the north side of Arlington Drive would eliminate most of the safety issues created by this southern placement, make the trail more useful to its potential users, and separate foot and bicycle traffic from the environmentally sensitive bioswale.

The Arlington Drive Bioswale is part of the 2015-2016 city of Costa Mesa Capital Improvement Plan (CIP) and is being paid using \$510,00 from the Drainage Fund and \$1.69 million OCTA Measure M2 Environmental Grant. The current drainage ditch would be replaced with a bioswale to improve water quality and aesthetics. A multipurpose trail with lane markings made of permeable concrete for use by pedestrians, bicyclists, skateboarders, and other users is planned for the south side of Arlington Drive. The paved, multipurpose trail is planned to be part of the network of trails throughout the city and would eventually connect with other trails. The Arlington Drive Bioswale project makes significant changes to the use of the area and impacts Costa Mesa High School, Davis Magnet School, TeWinkle Park, Volcom Skate Park, Bark Park, the Orange County Fair and Event Center (OCFEC) along with adjacent facilities and neighborhoods.

The development of a bioswale and a trail along Arlington Drive benefits the community by improving watershed management and providing safe transportation opportunities by walking and biking. The purpose of a trail is to provide a safe way to separate pedestrians, bicyclists, skateboarders and other non-motorized transportation users from cars, trucks and other motor vehicles. The trail is currently planned to be on the south side of the street, which is the opposite side of the street from the destinations (Costa Mesa High School, Davis Magnet School, TeWinkle Park, athletic fields, Volcom Skate Park, and the Bark Park), which will cause trail users to cross Arlington Drive to get to their destinations. The south side of the

street has NINE gates for use by the OCFEC for parking, deliveries, and ingress/egress. The proposed location of the trail shows a lack of understanding of the uses of Arlington Drive and the development of distinct business and public uses of each side of the street. To provide safe transportation opportunities, the trail must be moved to the opposite side of Arlington Drive.

Vehicles that use Arlington Drive include OCTA and Experian parking lot shuttle buses (full size buses) bringing in OC Fair patrons, large trucks hauling beverage and food, livestock and horse trailers, delivery, maintenance and vendor trucks and cars, among other vehicles. OCFEC uses the parking entrances on Arlington Drive to provide parking during events. Each of type of vehicle presents unique hazards in the current configuration of trail.

The improvements of the Arlington Drive Bioswale are desired in the community but require changes to make the project function safely. As currently configured, with the paved multipurpose trail crossing nine active driveways in one mile, which places trail users in the path of vehicular traffic and increases chances for an accident. This is a fixable flaw which can be mitigated by moving the trail to the north side of the street.

If the trail is built on the south side of the street, multiple safety issues are created. These issues include

- Pedestrians, bicyclists and other trail users will start using the south side of the street, which is currently not designed for this type of traffic. Arlington Drive was developed with the south side being the loading dock for the OCFEC and the north side having sidewalks for access to the schools and parks on that side of the street.
- Trail users would cross nine active driveways in the span of one mile from Fairview Drive to Newport Blvd. An accident between a trail user and a vehicle can occur nine times between Fairview Drive and Newport Blvd.
- OCFEC uses the gates on Arlington Drive to park cars during events. Gates 3, 4, and 8 are used to park patrons during events. Each car crossing the unexpected trail would be a chance of a trail user having an accident with a vehicle.
- Large trucks, including tractor trailers, use the gates along Arlington Drive to make deliveries. Large vehicles have blind spots, long stopping distances, a wide turning radius, and a chance of jackknifing when forced to stop suddenly. Trail users will be crossing the path of these large vehicles, leading to accidents.
- Livestock and horse trailers use the gates on Arlington Drive to pick up and deliver live animals. Livestock and horse trailers have the same problems as other large vehicles but cannot stop suddenly because the live animals being carried can be killed by being thrown around in the trailer. Trail users will be crossing the path of livestock and horse trailers, leading to accidents for both the trail users and the animals being carried.
- Delivery, maintenance, construction, vendor vehicles, and RVs use the Arlington Gates. These vehicles are heavy with blind spots and long stopping distances and should not be mixing with trail users because of the possibility of accidents.
- OCTA buses use Gate 8 to drop off patrons during the OC Fair. OCTA dropped off nearly 40,000 riders at the OC Fair in 2014. Trail users would be crossing the path of OCTA buses at Gate 8 on a regular basis, which can lead to accidents which would injure both the trail users and the bus passengers .

- Shuttle buses from the Experian parking garage use Gate 8 to drop off patrons during the OC Fair. The Experian shuttle buses are the same size as the OCTA buses and use the same gate, Gate 8, which will be crossed by trail users and possibly cause accidents which would injure both the trail users and the bus passengers. .
- The streetlights are on the north side of the street and do not provide sufficient illumination to the south side of the street to allow for safe usage during night. Additional illumination will be needed to be installed to make the trail safe to use at night.
- Arlington Drive is an east-west street and has periods of limited visibility during sunrise and sunset. Trail users crossing the nine active gates or crossing Arlington Drive to reach a school or park will be placed in the path of traffic during a time of limited visibility, leading to accidents.
- Arlington Drive is the shortest path from the parking lots of Orange Coast College (OCC) to Newport Drive and the 55 Freeway. Parking lots A and B at OCC exit onto the intersection of Fairview Drive and Arlington Drive. Increasing pedestrian and bicycle traffic by creating a trail creates opportunities for accidents as trail users cross from the trail to the schools and parks which are their ultimate destinations.
- The trail type has been changed from decomposed granite to paved multipurpose with lane markings. The current design of the trail is paved with lane markings, which will allow skateboarders and small motorized vehicles such as carts and scooters to use the trail. The skateboarders and small motorized vehicles would be crossing the path of vehicles using the nine gates, which will lead to accidents.

Pedestrians, bicyclists and other trail users will start using the south side of the street, which is currently not designed for this type of traffic and will lead to accidents.

Historically, Arlington Drive was developed with the south side being the loading dock for the OCFEC and the north side having sidewalks for access to the schools and parks on that side of the street. OCFEC developed their side of Arlington Drive to accommodate the business needs with access to parking lots and use by delivery and construction vehicles, livestock and horse trailers and other large vehicles. The north side of Arlington Drive was developed with pedestrian access for Costa Mesa High School, Davis Magnet School, TeWinkle Park, Bark Park and Volcom Skate Park. Pedestrians and bicyclists will be placed in the path of vehicles using gates which were not designed to accommodate non-motorized vehicle traffic, which will lead to accident.

Trail users would cross NINE active driveways in the span of one mile from Fairview Drive to Newport Blvd. This is nine opportunities for an accident between a trail user and a vehicle entering or exiting the OCFEC.

The current trail configuration requires users to cross nine active driveways (Gates 3, 4, 4.5, 5, 6, 6.5, 7, 8, 9.5) which are used for parking, delivery trucks, buses, horse and livestock trailers, construction vehicles, maintenance vehicles, among other types of vehicles in a one mile road between Fairview Road and Newport Blvd. There is no way to prevent pedestrians from crossing in front of a turning vehicle. Vehicles can be blocked from entering by a barricade. The only barricade that can prevent a pedestrian from entering is a fence, which defeats the purpose of the trail.

OCFEC uses the gates on Arlington Drive to park cars during events. The cars entering and exiting are not expecting a trail with pedestrians and bicyclists to be in front of them, which will lead to accidents.

OCFEC uses the gates on Arlington Drive to park cars during events. Gate 3 is used to park OCC students on a daily basis and Gate 4 is used for parking for the Administration Building, general parking, and vendor loading. Gate 8 is used to park cars during events. Each car parking or leaving the parking lot would have to deal with the possibility of a pedestrian in the trail crossing the gate while they are in the driveway. The entry and exit of these vehicles across the pedestrian and bicycle trail can occur during peak times for trail usage, increasing the chances for an accident between a vehicle and a pedestrian or bicyclist.

Large trucks, including tractor trailers, use the gates along Arlington Drive to make deliveries. Trail users would be crossing the path of these vehicles, leading to accidents and possible closure of Arlington Drive during accident investigation and clean up.

Large trucks, including tractor trailers, hauling beverages and food enter and exit the Arlington Drive gates to make deliveries, making this area into a loading dock entry. Pedestrian and bicycle traffic are incompatible with loading dock entry and exit areas. The vehicles entering and exiting are beverage, food, package and other delivery trucks and are heavy, have blind spots common to large trucks, and cannot stop quickly if a pedestrian enters their path. A wide turning radius is common for these vehicles. A quick sudden stop could cause a jackknifed trailer, along with possible injury or death of the trail user and driver and closure of Arlington Drive during the accident investigation and cleanup. Creating a trail across a de-facto loading dock entry and exit is unsafe and will lead to injury or death.

Livestock and horse trailers use the gates on Arlington Drive to pick up and deliver live animals. Vehicles carrying live animals cannot stop suddenly without risking injury or death of the animals, which increases the chances of an accident with trail users.

Livestock and horse trailers combine the problems of the OCTA and Experian shuttle buses with the tractor-trailer trucks because the trailer is hauled behind a truck. Livestock and horse trailer drivers cannot stop fast because the livestock and horses can be injured or killed by being slammed around in a trailer. If the driver has to stop quickly during a turn into a gate to avoid a pedestrian, the trailer could jackknife, at which time the trailer tipping over and injuring or killing the animals becomes a possibility. These vehicles need to turn wide due to their size and to avoid harming the live animals in the trailer. An accident with a vehicle carrying live animals can lead to injured animals who may be running free and/or injured. In addition to the injury or death of the trail user and driver and the closure of Arlington Drive to clean up the accident, the freed animals will have to be chased down and captured while injured animals will be killed to prevent their further suffering. The accident which could have been avoided by moving the trail to the other side of the street will cause an unnecessary loss of life.

Delivery, maintenance, construction, vendor vehicles, and RVs use the Arlington Gates. These are heavy vehicles with blind spots and long stopping distances and should not be mixing with trail users crossing entry and exit gates because of the possibility of an accident.

Delivery, maintenance, construction, and vendor vehicles and RVs use the Arlington Gates. Vendors often use an RV as their accommodations during their time at the OCFEC. The RV

parking area is behind the Administration Building off Arlington Drive. Many of these trucks are large, with blind spots common to large trucks and long stopping distances. The large box trucks can be top heavy, which can lead to tipping over if a driver has to stop suddenly during a turn to avoid a pedestrian in the trail crossing the gate. RVs have similar problems to the trucks. These drivers will be confronted with the highly unusual situation of having pedestrian and bicycle traffic potentially crossing their path while entering and exiting the OCFEC.

OCTA buses use Gate 8 to drop off patrons during the OC Fair. The regular entrance of OCTA buses across the proposed trail creates the possibility of an accident which would injure both trail users and bus passengers.

In 2014, OCTA ran the OC Fair Express bus lines during the run of the OC Fair each Friday from 12 pm to midnight, and Saturday and Sunday from 10 am to midnight. Nearly 40,000 riders used the OC Fair Express in 2014. In 2015, the plan is to have 10 bus lines bring passengers to the OC Fair. The bus routes will be the 633 (Fullerton Park-and-Ride), 650 (Anaheim Regional Transportation Center (ARTIC)), 671 (Anaheim Canyon Metrolink Station), 642 (The Village at Orange), 662 (The Depot at Santa Ana), 670 (Goldenwest Transportation Center), 688 (Irvine Transportation Center), 683 (Laguna Hills Transportation Center), 691 (Junipero Serra Rd. Park-and-Ride.) The bus service is provided on 20, 30 or 40 minute intervals, depending on the route. At peak times, it is common to have several buses dropping off and picking up passengers in the same lot. OCTA buses enter using Gate 8 off Arlington and exit using Gate 10 on Newport Blvd. The weight of the bus makes it unlikely a bus could fully stop if a pedestrian ignored the bus and entered the gate area of the trail while the bus was turning. A fast stop could lead to injury of the bus riders as the driver tries to avoid a pedestrian collision. A trail across Gate 8 is incompatible with this activity.

Shuttle buses from the Experian parking garage use Gate 8 to drop off patrons during the OC Fair. The regular entrance of OCTA buses across the proposed trail creates the possibility of an accident which would injure both trail users and bus passengers.

In 2015, the OC Fair will continue the Experian parking shuttle which allows users to park free at the Experian parking garage on Anton Blvd and take a free bus to and from the OCFEC. Experian shuttle buses operate between 10 am and 1 am on Saturday and Sunday when the OC Fair is open. The OCTA and Experian buses enter on Gate 8 off Arlington and exit thru Gate 10 on Newport. The proposed trail across Gate 8 can cause an accident which injures or kills the users of the trail, the passengers on the bus, cause shutdown of Arlington to clean up the accident and property damage.

The streetlights are on the north side of the street and do not provide sufficient illumination to the south side of the street to allow for safe usage during night. If the lighting is not installed, the trail must be posted as 'Daytime Use Only' to let users know there are safety issues in twilight and nighttime use.

Arlington Drive has been developed with a business side with nine gates for vehicle entry and exit on the south side next to OCFEC and a public use side on the north side next to Costa Mesa High School, Davis Magnet School, TeWinkle Park, Bark Park and Volcom Skate Park. The north side has a sidewalk and the streetlights illuminating the sidewalk at night. The south side does not have streetlights and relies on the lights from the OCFEC buildings to illuminate the area. If a trail is built along the south side of Arlington Drive, additional lighting is needed to make the trail safe for users during twilight and at night. If additional lighting is

not installed, the trail will be of limited use during the fall and winter when sunset is in the late afternoon. The risk of an accident is also greatly increased when, inevitably, pedestrians or bicyclists choose to ignore the Daytime Use admonitions.

Arlington Drive is an east-west street and has periods of limited visibility during sunrise and sunset. The periods of limited visibility can lead to accidents with trail users crossing the gates or the street.

Driver visibility can be limited during sunrise and sunset, which occurs on Arlington Drive because of the east-west orientation of the street. Vehicles using the gates will encounter trail users during this time, which can lead to accidents. Trail users will also be crossing Arlington Drive to reach destinations at Costa Mesa High School, Davis Magnet School, TeWinkle Park, Volcom Skate Park and Bark Park, leading to more accidents between trail users and vehicles.

Arlington Drive is the shortest path from the parking lots A and B of Orange Coast College (OCC) to Newport Drive and the 55 Freeway. Increasing pedestrian and bicycle traffic by creating a trail creates opportunities for accidents as trail users cross from the trail to the schools and parks which are their ultimate destinations.

Trail users will cross Arlington Drive to reach Costa Mesa High School, Davis Magnet School, TeWinkle Park, Bark Park and Volcom Skate Park, which places them in the path of vehicles leaving OCC.

The trail type has been changed from decomposed granite to paved multipurpose with lane markings. The current design of the trail is paved with lane markings, which will allow skateboarders and small motorized vehicles such as carts and scooters to use the trail. The skateboarders and small motorized vehicles would be crossing the path of vehicles using the nine gates, which will lead to accidents.

The project description in the CIP is inconsistent with the plans discussed with members of the public. The CIP description includes a decomposed granite multipurpose trail while the plans presented to the public have a permeable concrete bike path with lane markings. The paved trail will allow skateboarders and small motorized vehicles to use the trail, which can lead to accidents as these users cross the nine active driveways. Drivers entering and exiting the gates would be possibly be confronted by a skateboarder or small motorized vehicle in their way, which is a highly unusual situation which can lead to an accident.

Placing the trail on the OCFEC side of Arlington Drive requires all drivers, of cars, tractor trailers, livestock and horse trailers, buses, box trucks and other vehicles, to be in an unfamiliar situation where trail users are actively crossing their path without warning. Rather than forcing drivers into an unfamiliar and hazardous situation, the trail can be moved to the opposite side of the street. If the trail is kept on the OCFEC side of Arlington Drive, it is a matter of when, not if, a serious accident occurs. This problem is fixable and may be entirely remedied by moving the pedestrian and bicycle trail to the opposite side of Arlington Drive, next to Costa Mesa High School, Davis Magnet School, TeWinkle Park, Volcom Skate Park and the Bark Park, the likely sources of, destinations for, pedestrian and bicycle traffic.

Moving the proposed trail to the north side of Arlington Drive, now, during the design phase of this project, is the logical and economical solution which makes the trail SAFER and MORE

USEABLE. I encourage you to investigate the issues I raise above and I think you will reach this same conclusion.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Reggie Mundekis". The signature is written in a cursive style with a large initial "R" and "M".

Reggie Mundekis
2708 E Wilson Ave
Orange, CA 92867

2013/2014 Alzheimer's Disease in Orange County Incidence and Impact Report

Released by the Alzheimer's Association, Orange County Chapter
November, 2013

PUBLIC COMMENT

ABOUT THIS REPORT

The *2013/2014 Alzheimer's Disease in Orange County Incidence and Impact Report* is a statistical resource for Orange County pertaining to Alzheimer's disease and related dementias. This report focuses on the prevalence of Alzheimer's disease, including the gender and ethnic breakdown of those afflicted, the impact on families and the effect on Orange County's economic health.

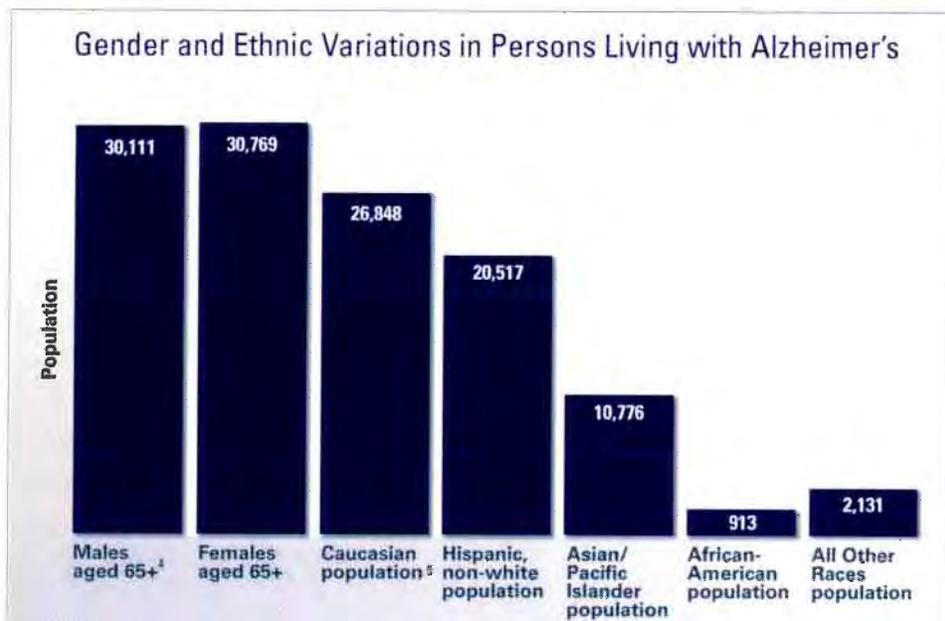
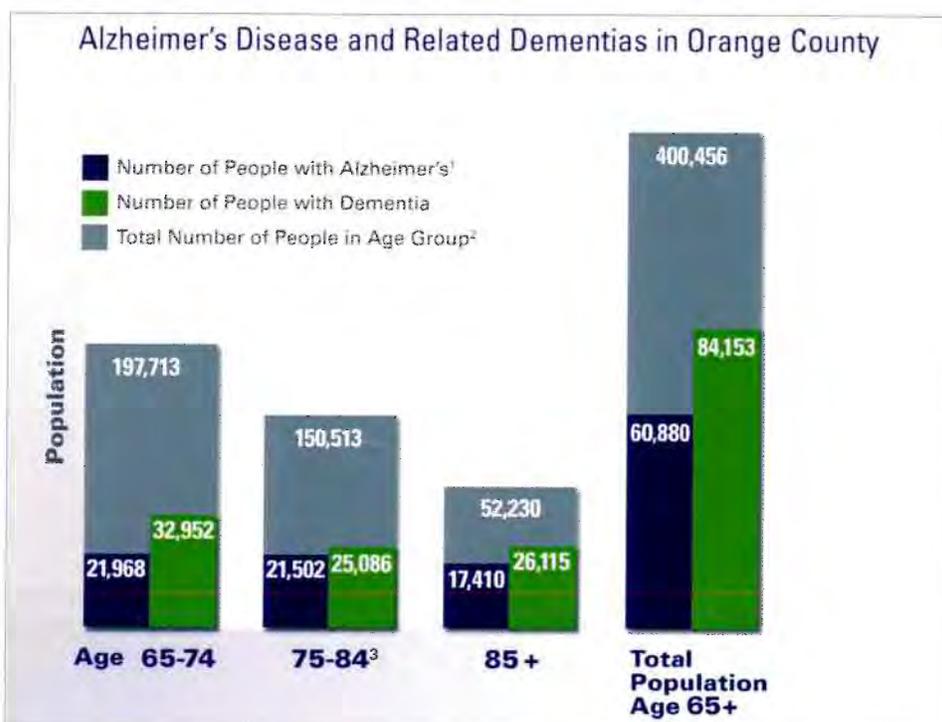
Incidence and Prevalence

This report covers incidence (the number of individuals living with Alzheimer's), and prevalence (a factor or percentage of people living with Alzheimer's at a particular point in time). In this report, we will utilize the prevalence factor in order to approximate the number of people living with Alzheimer's in Orange County, and the projected number of cases, based on data from numerous sources.

Alzheimer's/Dementia Quick Facts

Dementia is a neurological condition that impairs daily living. Alzheimer's is the most common form of dementia.

- 21% of women age 55+ will get dementia; 14% of men age 55+ will get dementia.
- Alzheimer's disease is the fourth-leading cause of death in Orange County, and sixth nationally.
- Alzheimer's is the third-leading cause of death in Orange County for individuals age 85+.
- Orange County is ranked third in the state for deaths caused by Alzheimer's disease (behind Los Angeles and San Diego).

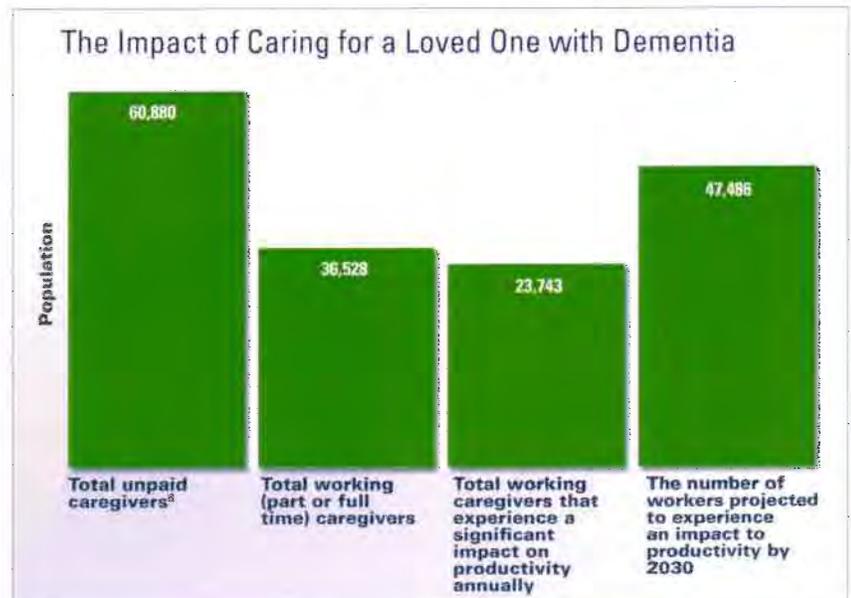


2013/2014 Alzheimer's Disease in Orange County Incidence and Impact Report *continued*

Released by the Alzheimer's Association, Orange County Chapter
November, 2013

Caring for a Loved One with Alzheimer's

- 60% of dementia caregivers are employed full or part time.
- 2/3 of working family caregivers said they have had to leave early, go in late or take time off from work, due to the demands of caring for an individual with dementia.
- 20% of working dementia caregivers said they have had to take a leave of absence from work.
- 11% of dementia caregivers had to reduce hours or quit working entirely.
- 3/4 of care for individuals with Alzheimer's is provided by unpaid family members.
- More than 60% of dementia caregivers are women, 86% are Caucasian or Latino.
- The cost of caring for an individual with dementia is 31% higher than caring for a person with some other serious ailment.



The Economic Impact of Alzheimer's Disease in Orange County

- Working family caregivers cost California businesses **\$1.4 billion in lost productivity** annually.
- Due to the stressful demands of caring for a loved one with Alzheimer's, Orange County family caregivers' **compromised productivity will cost \$19,200,000 annually by 2030.**
- Each year, family caregivers provide 1,139⁷ hours of care per individual with Alzheimer's.
- With 60,880 Orange County residents living with Alzheimer's, the estimated hours of care provided is 69,342,320 annually. With this care valued at \$12.33⁸ per hour, **the cost of caring for Orange County residents with Alzheimer's is \$854,990,805.60 each year.**

¹ For 65-74, and 75-84, one out of nine persons is estimated to have Alzheimer's Disease. For 85+, the ratio is one out of three.

For all dementias, the estimation is one out of six from age 65 – 84, and one out of two for ages 85+ (Alzheimer's Association, 2013)

² (Orange County Government, 2011)

³ Statistics indicate one in 9 have Alzheimer's at 65 and 1 in 3 at 85. It is reasonable to apply 1 in 7 to the ages between 75-84.

⁴ OC male to female ratio is 49.46% male/ 50.54% female

⁵ OC race breakdown is: 44.1% Caucasian, 33.7% Non-White Hispanic, 17.7% Asian & Pacific Islander, 1.5% African-American, 3.1% All Other Races.

⁶ Assuming one caregiver per individual with Alzheimer's

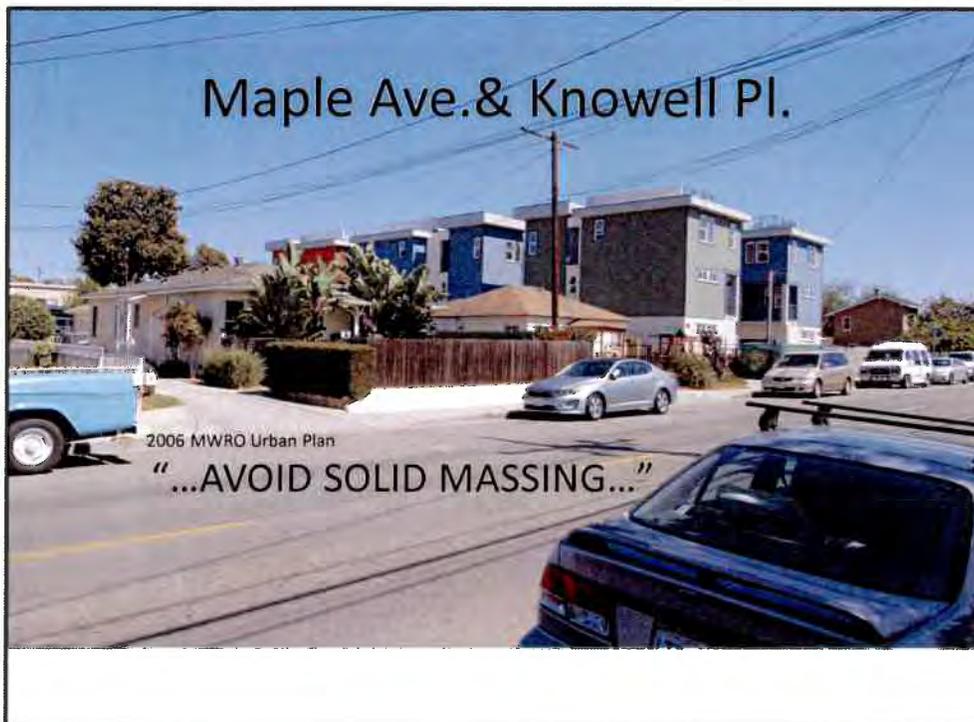
⁷ Source, (Alzheimer's Association, 2013)

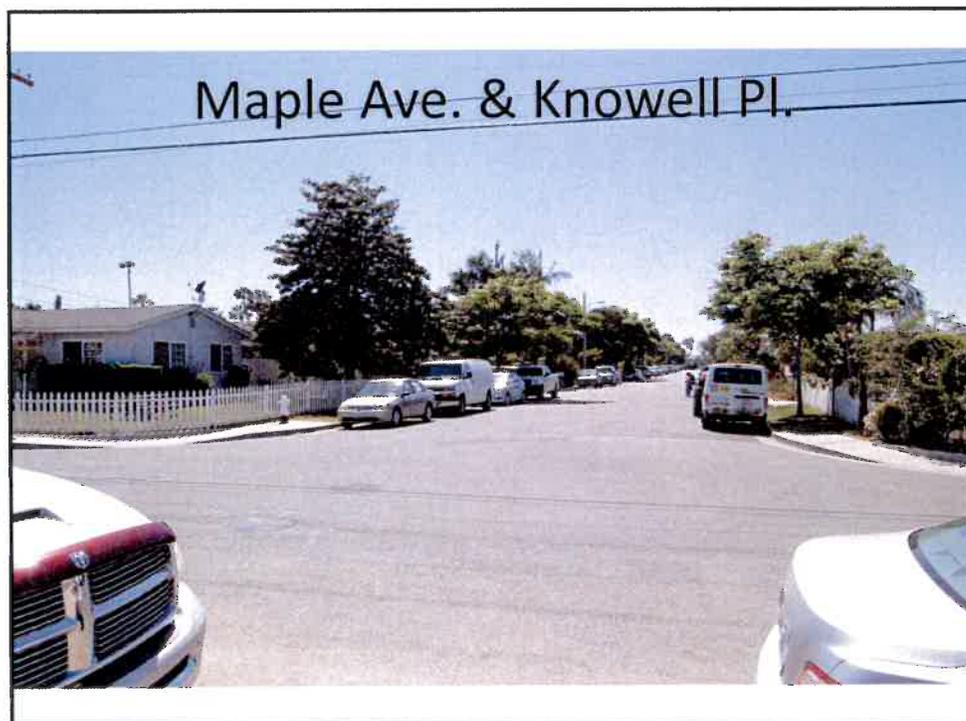
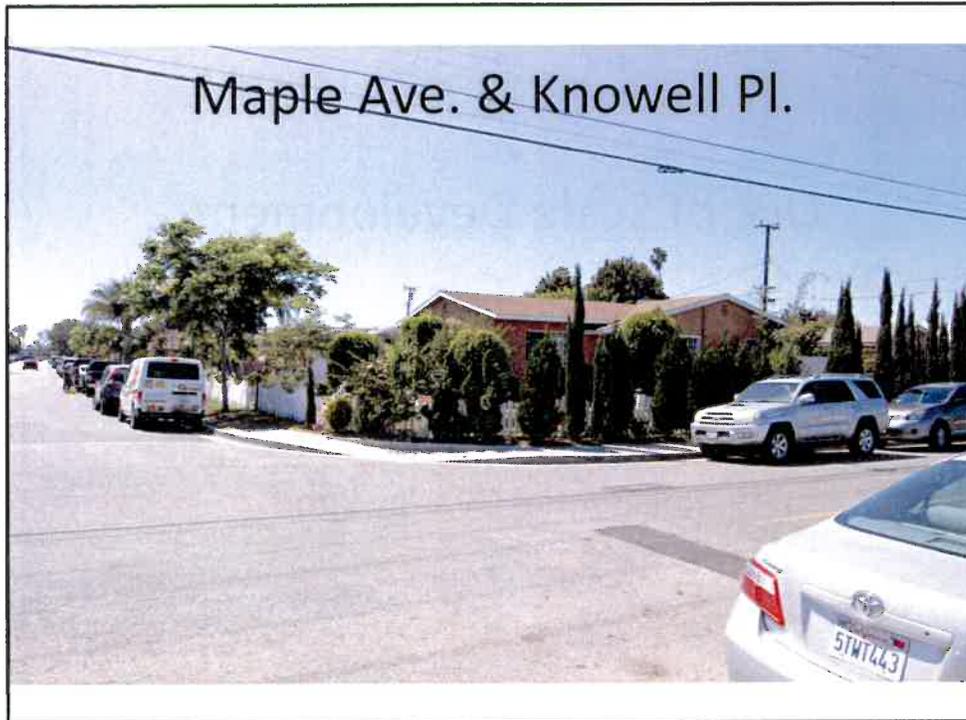
⁸ Source, (Alzheimer's Association, 2013)

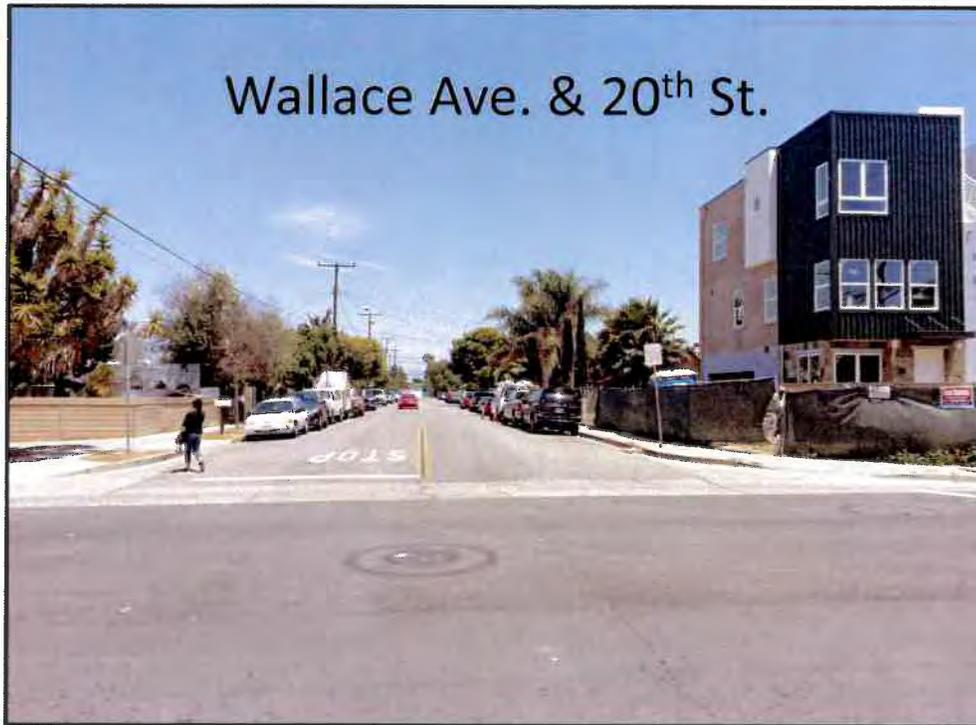
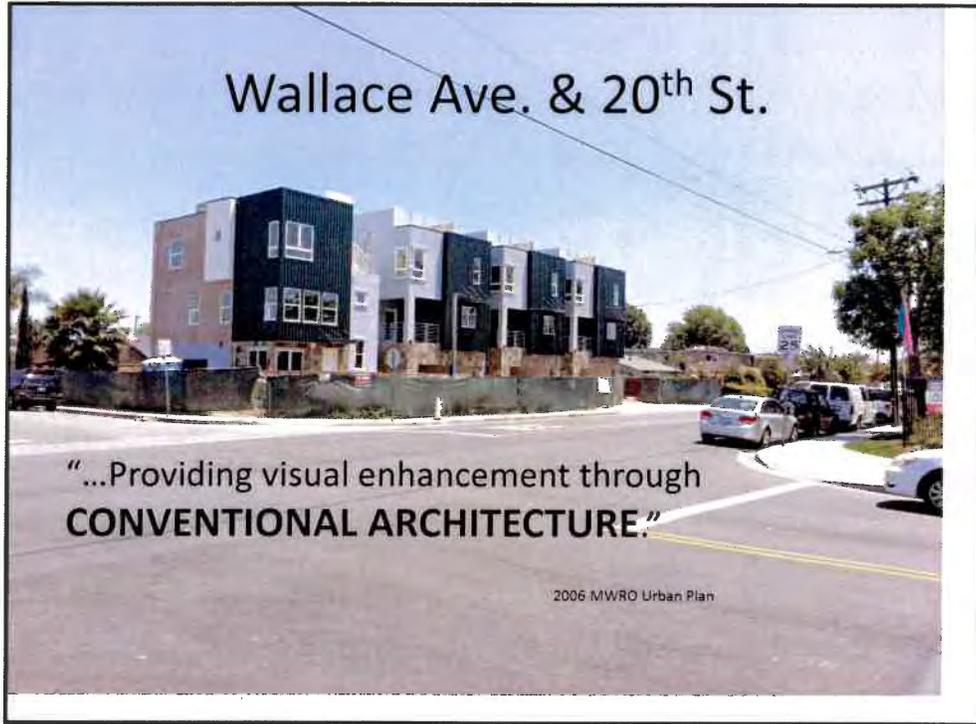
Works Cited Alzheimer's Association. (2009). California Alzheimer's Disease Data Report - Appendix B. alz.org. Alzheimer's Association. (2013). Alzheimer's Facts and Figures. Alz Association. OCHNA. (2010). Growing Older in Orange County: A Report on Older Adults. Garden Grove: OCHNA. Orange County Government. (2011). Orange County Census. Santa Ana: www.oc.ca.gov.

Out of Scale Development

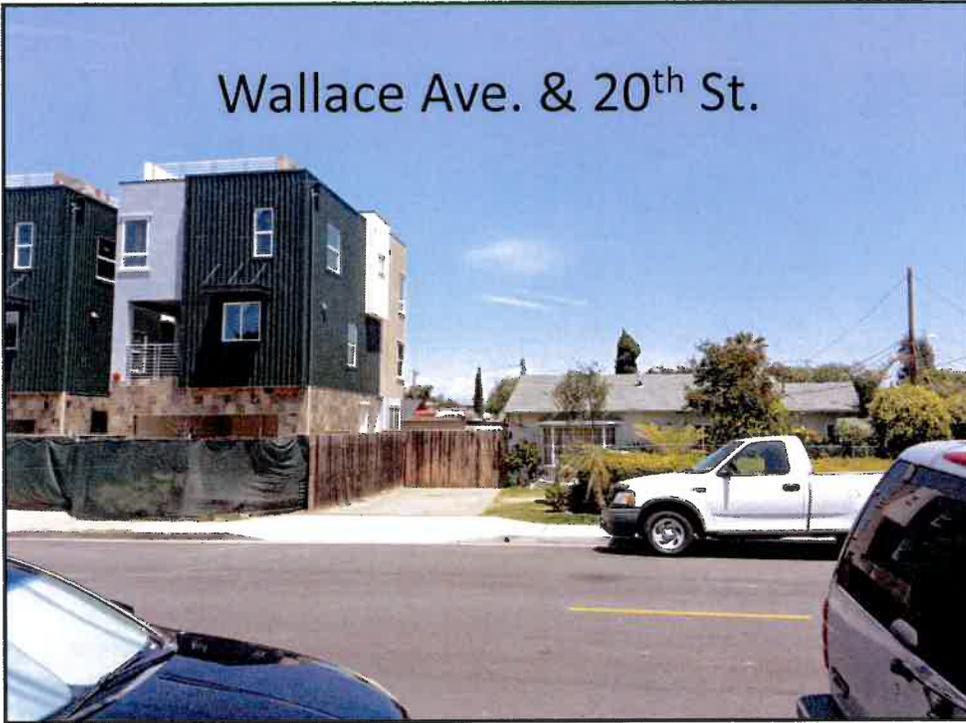
The Invasion of 3 Story Boxes w/Roof
Decks and the Mesa West
Residential Overlay Zone



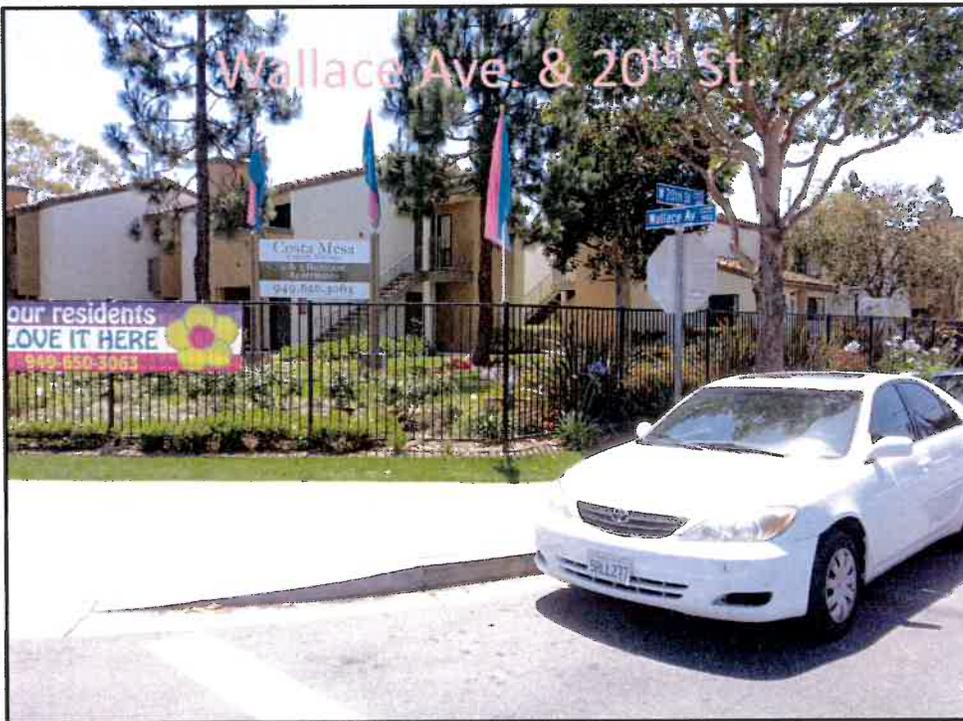




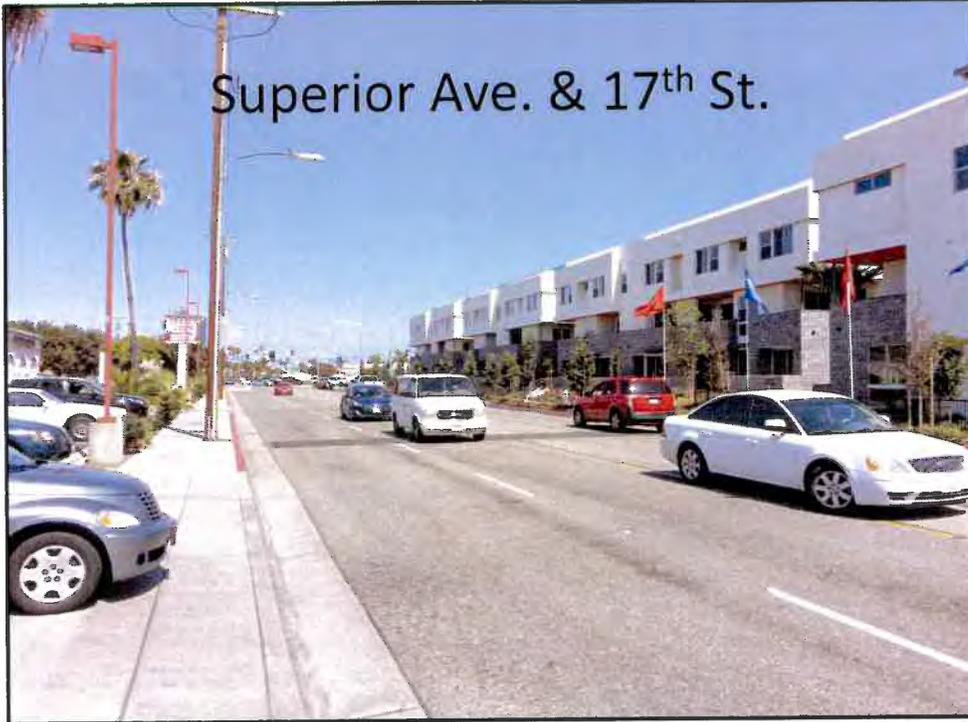
Wallace Ave. & 20th St.



Wallace Ave. & 20th St.



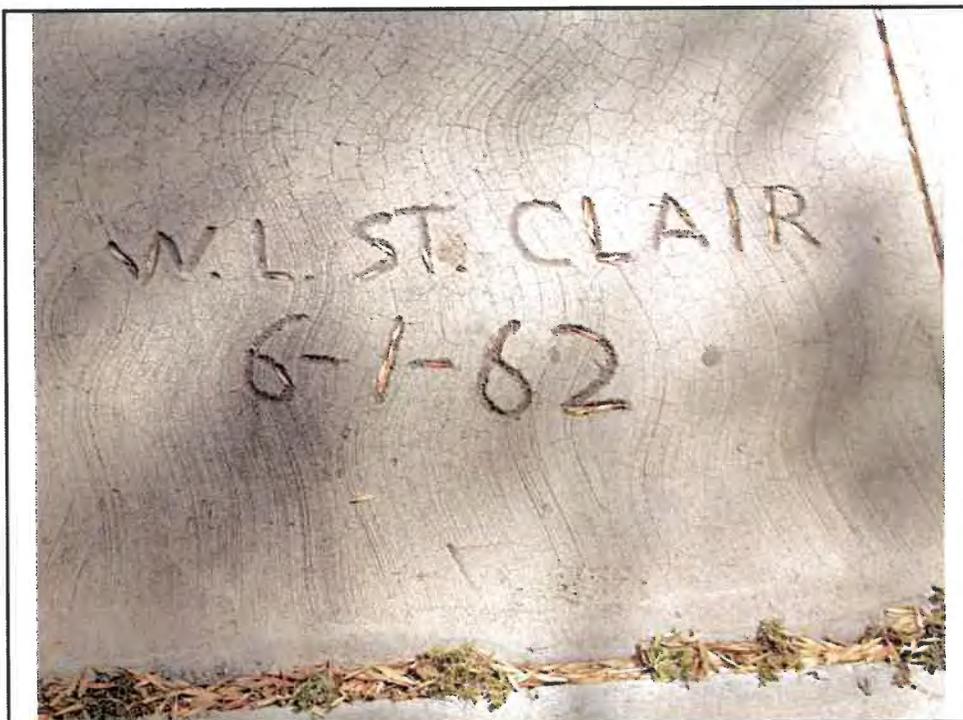














PRESENTATION #1 SIGNATURE ACADEMY

CITY OF COSTA MESA CITY COUNCIL MEETING

PRESENTATION

DATE: JUNE 2, 2015

NAME OF PRESENTATION: *SIGNATURE ACADEMY PROGRAM* – NEWPORT MESA
UNIFIED SCHOOL DISTRICT (NMUSD)

PRESENTED TO: CITY COUNCIL & CITY OF COSTA MESA

PRESENTED BY: NEWPORT MESA UNIFIED SCHOOL DISTRICT
(NMUSD)

Script:

Mayor: “Here with us tonight, are representatives from the Newport Mesa Unified School District.”

“They will be presenting a brief overview of the District’s new Signature Academy program. This program will allow students choosing to enroll in the Signature Academy to receive unique study options and supplemental activities that complement their successful core academic programs at the four District high schools. Please step to the podium to make your presentation.”

NMUSD rep’s come up to the podium & make a brief presentation.

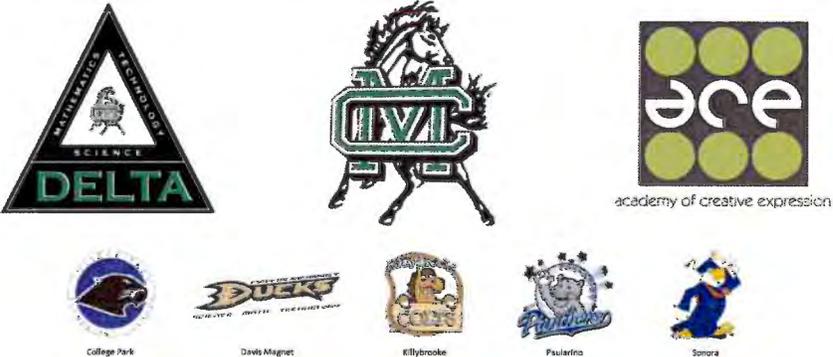
Mayor: *Upon conclusion of presentation:* “Thank you for establishing this great program to help our students in the Newport Mesa School District be more successful!”

Mayor thanks group once again, and introduces next presentation item on Agenda.



NMUSD Signature Academies
ACE • AGS • EDA • DELTA • PAMA • IB

Newport-Mesa Unified School District



Mesa Zone Signature Academies
DELTA • ACE

Newport-Mesa Unified School District



Costa Mesa High School



Delta Defining Characteristics for 9th Grade Students



- The Delta program is an **enhanced math, science, and engineering** program that introduces students to **project based learning** and **post-secondary educational opportunities**. The **uniqueness** of Delta is defined by the following characteristics:
 - Rigor in science and math through course expectations, lab reports, projects, and course sequence
 - College Visitations with focus on STEM Educational Opportunities and School of Engineering
 - Project based field trips
 - STEM Career Emphasis
 - PLTW Curriculum

Preparing Today's Students for Tomorrow's World

Costa Mesa High School



Sample Student Schedule



Delta 9th Grade Sample Schedule Block

1. (H) Biology
2. AP Human Geography
3. Delta Enhanced Math 2
4. Introduction to Engineering & Design
5. Comp Lit. 1
6. Mandarin Chinese
7. Choir
8. Cross Country

Preparing Today's Students for Tomorrow's World

Costa Mesa High School



ACE Defining Characteristics for 9th Grade Students



- The ACE program is an **arts** based curriculum that infuses the arts into **social science, math, science, language arts, and world language**. Through an identified pathway, each course will infuse special **projects, focus of study, and performances** relating the **arts** to core curriculum. The **uniqueness** of ACE is defined by the following characteristics:
 - An arts focus in all curriculum: language arts, social science, math, science, world language.
 - Project based learning connecting core curriculum to the Arts
 - College Visitations with focus on Art Educational Opportunities and Specific School of Art Industry
 - Project based field trips
 - Performances in CMHS Performing Arts Center—Art Gallery showings, vocal music, dance, drama, instrumental, and theater technology.

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Costa Mesa High School



Sample Student Schedule



ACE 9th Grade Sample Schedule Block

1. (H) Comp. Lit 1
2. AP Human Geography
3. Math 1
4. Survey of Arts
5. Biology
6. Mandarin Chinese
7. Band
8. Cross Country

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Signature Academy Enrollment for 2015-2016: 125-Freshman (90-Delta, 35 ACE)





Grade Level	Projected Delta Enrollment	Projected ACE Enrollment
9	90	35
10	80	
11	45	
12	30	

Signature Academy - Lookouts for ACE & Delta




Ensign Intermediate


Kaiser


Mannors


Newport E


Newport Heights


Whittier


Woodland

Harbor Zone Signature Academies

International Baccalaureate (IB)

Newport-Mesa Unified School District



HARBOR ZONE IB SIGNATURE ACADEMY UPDATE

- 8 Zone administrators, 9 teachers, and two District administrators attended IB MYP Conference in Chicago
- 8 Zone administrators earned Category 1 IB MYP Certificates



NHHS IB Signature academy: 2015-2016 course offerings
New classes to be developed



9th Grade Level	Classes
English	IB MYP English
Individuals and Societies	IB MYP UCI Global Connect
Math	Math1, E Math 1, E Math II
Science	Biology
World Language	French, Spanish, Mandarin
Elective	IB MYP Art
PE/Athletics	PE/Athletics
IB Core Experiences	IB MYP Community Project IB MYP Personal Project

NHHS IB Signature academy; 2015-2016 course offerings
New classes to be developed



10th Grade Level	Classes
English	AP Language
Individuals and Societies	AP World or Euro
Math	Math II, E Math II, E Math III
Science	Chemistry
World Language	French, Spanish, Mandarin 2
Elective	IB MYP Art
PE/Athletics	PE/Athletics
IB Core Experiences	IB MYP Community Project IB MYP Personal Project

**NEWPORT HARBOR HIGH SCHOOL
PROJECTED ENROLLMENT 2015-2016**



Grade Level	Projected IB Enrollment
9th	120
10th	112 (Class of 2017)
11th	30 (Class of 2016)
12th	30 (Class of 2015)

HARBOR ZONE IB SIGNATURE ACADEMY MOVING FORWARD

- Ensign, Newport Heights, Kaiser will be sending teachers to MYP English Training in June
- MYP Units of Study over summer of 2015 between the four schools.



Estancia High School



Tahwale



Adams



California



Pomona



Rea



Victoria



Wilson

Estancia Zone Signature Academies

Welcome to E-Tech High

Newport-Mesa Unified School District



Engineering and Design Defining Characteristics

- Students engage in open-ended problem solving.
- Students learn and apply the engineering design process.
- Students develop vital teamwork, communication, and critical-thinking skills.
- Students will use the same industry-leading technology and software as the world's top companies.
- The Engineering and Design Academy is designed to prepare students for careers or post-secondary study in STEM fields.



Sample Student Schedule

Engineering and Design (15-16)

1. (H) Biology
2. AP Human Geography (Elective)
3. Enhanced Math 2
4. Introduction to Engineering and Design
5. Comp Lit 1
6. Athletics/PE/Band

Bio-Med/Animation (16-17)

1. (H) Biology
2. AP Human Geography
3. Enhanced Math 2
4. Intro to Bio-Med/ Animation
5. Comp Lit 1
6. Athletics/PE/Band



Engineering and Design Enrollment for 2015-2016: 30 Freshmen and 30 Sophomores

Grade Level	Projected E & D Enrollment (15-16)	Projected Bio-Med and Animation Enrollment (16-17) – <i>Note: Both are complements to our existing EMA and DMA CTE programs at our school</i>
9	30	60 (30 in each)
10	30	0
11	0	0
12	0	0



Signature Academies Beyond 2015

- Biomedical in 2016-17 through exploring PLTW as a complement to our existing EMA Pathway program through ROP.
- Animation in 2016-17 as a complement to our existing DMA Pathway program through ROP.





Corona del Mar Middle / High School



Anderson



Eastbluff



Harbor View



Lincoln



Newport Coast

Corona del Mar Zone Signature Academies

Academy of Global Studies • Performing Arts & Multimedia Academy

Newport-Mesa Unified School District



Corona del Mar High School



AGS Defining Characteristics for 9th Grade Students

- Priority enrollment in AP Human Geography
- Priority enrollment in World Language
- Assigned advisor to guide mentorship(s) and senior project

PAMA Defining Characteristics for 9th Grade Students

- Priority enrollment in area of focus
- Assigned advisor in area of focus to guide performance/presentation requirements, outside projects, internship(s), portfolio, and senior project

Corona del Mar High School



AGS 9th Grade Sample Schedule

1. AP Human Geography
2. World Language
3. Science
4. Math
5. Comp Lit 1
6. Athletics/PE

PAMA 9th Grade Sample Schedule

1. PAMA Area of Focus
2. World Language/Elective
3. Science
4. Math
5. Comp Lit 1
6. Athletics/PE

PRESENTATION #2 IRVINE RANCH WATER DISTRICT

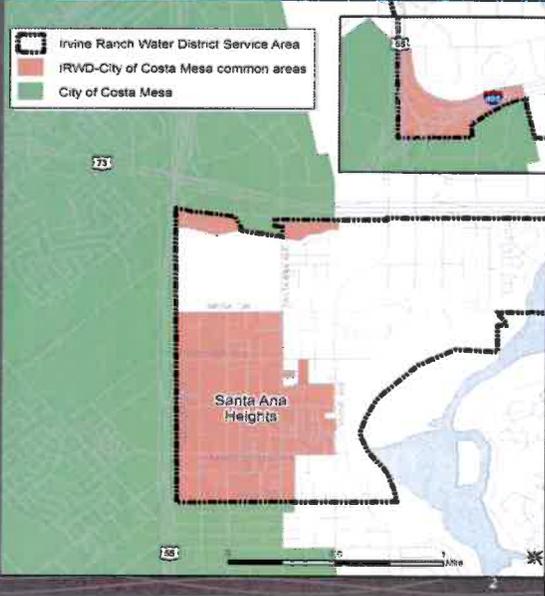
Irvine Ranch Water District
Drought Action Plan

Costa Mesa City Council Presentation
June 2, 2015



IRWD Service Area and City of Costa Mesa

The IRWD service area includes portions of the city of Costa Mesa:



- Irvine Ranch Water District Service Area
- IRWD-City of Costa Mesa common areas
- City of Costa Mesa

County of Orange

Santa Ana Heights

Irvine Ranch Water District



Rate Structure Changes to Meet 16% Reduction

- Over 60% of water use is outdoors
- Outdoor monthly water allocation will be reduced
 - Drought tolerant landscaping (not warm season turf)
 - Using efficient irrigation such as drip (not spray)
- Residents irrigating lawns will likely be over their monthly allocation.
- Indoor allocation remains unchanged at 50 gallons per day per resident

Customer Outreach Program

**Brown is the
New Green**
Cut Outdoor Water Use in Half



Your Guide to Cut Outdoor Water Use in Half

1. Let Your Lawn Go Brown
2. Attend a Free RightScape Class
3. Sign Up for a Free Home "Check Up"
4. Apply for A Turf Rebate
5. Visit the IRWD Drought Tolerant Demonstration Garden for Ideas
6. In October, Plant a Drought Tolerant Garden

RightScape™

Water Efficiency Made Easy

Upcoming FREE Community Landscape Workshops



RightScape Garden Design Workshop Series

6 pm – 8pm

June 3 The Right Plants
June 17 The Right Equipment
July 1 The Right Schedule

RSVP
IRWD.com/events
(949) 453-5581

Irvine Ranch Water District
Multi-Purpose Room
15600 Sand Canyon Avenue
Irvine, CA 92618



How to Reach Us:

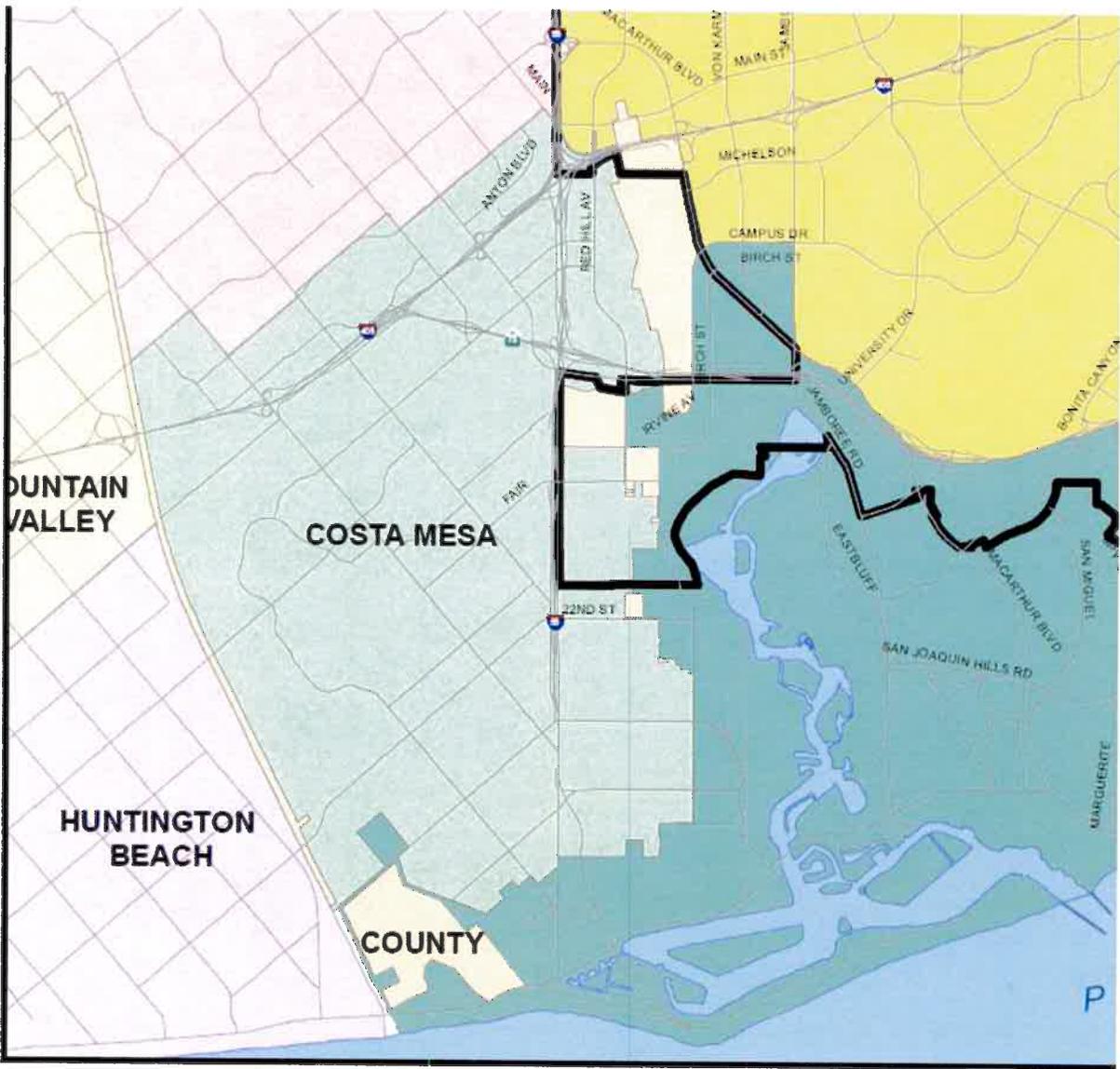
www.IRWD.com

(949) 453-5300

customerservice@irwd.com



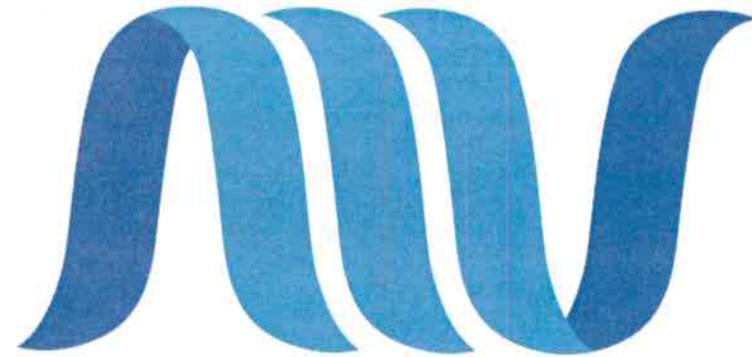
Programs	Legal	Consulting	Staff Time	Total
First Time Homebuyer	\$5,000	\$0	\$0	\$5,000
Civic Center Barrio	\$15,000	\$0	\$0	\$15,000
Habitat for Humanity	\$5,000	\$0	\$0	\$5,000
St. John's Manor	\$0	\$250	\$0	\$250
Costa Mesa Family Village	\$15,000	\$0	\$0	\$15,000
Costa Mesa Village/SRO	\$0	\$750	\$0	\$750
Loan Impairment Analysis	\$0	\$10,000	\$0	\$10,000
Housing Authority – Management Analyst	\$0	\$0	\$25,000	\$25,000
Housing Authority – General Administration	\$12,000	\$0	\$0	\$12,000
Housing Audit	\$0	\$7,500	\$0	\$7,500
Sub Total:				\$95,500
Homeless Prevention/Rapid Rehousing Administration – Community Outreach Workers	\$0	\$0	\$71,158	\$71,158
GRAND TOTAL:				<u>\$166,658</u>



X:\Planning\GIS\Projects\Blaska-IRWD\BoundaryStreets\Blaska-IRWD\BoundaryStreets.mxd

Irvine Ranch Water District: Costa Mesa Boundaries

Per Erika Blaska – IRWD May 2015



MesaWater

DISTRICT[©]



MESA WATER DISTRICT

NEW EMERGENCY WATER CONSERVATION ORDINANCE

HERE'S WHAT YOU NEED TO KNOW:

- The drought is serious. We all need to conserve;
- The State is requiring our customers to conserve 20%;
- The new rules apply to all - residents, businesses, & public agencies;
- Half of our residential water use is outdoors;
- **The biggest restrictions are on outdoor watering:**
 - Watering is limited to Tuesday & Saturday before 8am or after 5pm;
 - No watering of turf on street medians unless with recycled water;
 - No watering during, or within 48 hours of, rainfall;
 - No water runoff to sidewalk or street;
 - Immediately fix leaky or broken sprinklers, valves & pipes; & more.

*Rules in effect
now until
further notice*

For the full ordinance with the complete list of rules, visit MesaWater.org, email info@mesawater.org, call 949.631.1200, or visit our office at 1965 Placentia Ave, Costa Mesa, CA 92627.



We're all in this together. Thanks to our incredible residents, voluntary conservation in the Mesa Water® service area is in the double digits. Let's continue doing our part to get to 20%.

MesaWater.org



Water



2 days only

TUE & SAT



MesaWaterSaver.org

Before 8am or after 5pm

Let's All Be *Mesa Water Savers!*

Payment Ref.	Date	Remittance to:	Remittance ID:	Payment Amount	Explanation of payment
0188660	05/22/15	Hughes Encon	22431	\$19,640.00	<p>What was this for and where?</p> <p>Sunroom windows (10) at Senior Center for termite and water damage repair and window replacement.</p>
0188756	05/22/15	My Binding	12073	\$3,499.56	<p>Where did this go? Why needed?</p> <p>Electric paper cutter for Central Services-Mailroom. Even though we process the majority of our print requests through the county publishing services, the City still process over 400 requests for copy, graphic design, scanning, book binding, posters, banners and public notice postcards requests, internally through the mail room.</p> <p>The table top cutter is a critical piece of equipment that eliminates the need to send print and copy jobs that require cutting to an outside vendor.</p>
0188795	05/22/15	Straps Unlimited	19773	\$7,371.00	<p>What did we get? How much did we get of it?</p> <p>Fire Dept. – 85 bags for gear with 85 name patches.</p>
0188524	05/15/15	ABC School Equipment Inc.	3466	\$7,527.74	<p>What was this for? Where located?</p> <p>Marker boards and installation for Police Dept.</p>
0188538	05/15/15	Artem Peshkov	23515	\$6,000.00	<p>What was this for?</p> <p>Bodily injury statement DOL 9/19/14</p>
0188576	05/15/15	Glenn Lukos & Associates	11626	\$4,250.38	<p>Provide City Council with a copy of final report.</p> <p>Fairview Park Vernal Pools</p>
0188377	05/08/15	OCC Construction	20326	\$21,641.50	<p>Is this a continuation of an existing project or is it a new project? Where were the expenditures?</p> <p>Single Family Housing Rehabilitation Grant, one time project - 1590 Corsica Exterior stucco walls encapsulate/abate lead and bedroom/bathroom removed and disposed of tile wall and floor. New walk in tub, shower valve.</p>
0188380	05/08/15	Quinn Rental Services	15404	\$46,393.44	<p>Did we buy or rent light tower?</p> <p>This is for the purchase of four light towers for the Recreation Dept.</p>
0188394	05/08/15	Boudin Bakery	669	\$210.00	<p>Is this a refund?</p> <p>Yes, this is a refund.</p>
0188238	05/01/15	CBI Noor Inc	18684	\$11,350.00	<p>What was this for?</p> <p>Bear/Yukon Street project (\$7,550) was for the installation of electrical service and irrigation station control wiring as part of the Bear-Yukon landscape renovation project, a FY 2014-15 approved Building Modification project in the CIP.</p> <p>Monument sign solar lighting on Harbor Blvd. & MacArthur (\$3,800).</p>